UPDATING NEWTOWN'S
PLAN OF CONSERVATION AND DEVELOPMENT

- 2002 -

Plan Memorandum #7

Transportation and Circulation

Submitted to the:
Newtown Planning & Zoning Commission

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August 2002

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I. INTRODUCTION

An essential ingredient to maintaining a high quality of life in Newtown is a safe and efficient transportation system, consistent with the Town's desired community character. Newtown's transportation system is primarily comprised of a network of town roads, state highways, a limited sidewalk system, recreational trails, limited mass transit service and rail freight service, all of which combine to provide for inter-town and intra-town travel needs.

The goals of the 1993 Plan of Development were to alleviate points of congestion, revise and implement a new functional classification system for Newtown's roadways and support the use of public transportation and alternative travel modes in an integrated transportation system. Existing conditions were evaluated and critical roadway needs were identified. This transportation memorandum has been prepared to document current traffic conditions, highlight areas for action and identify future needs.

II. FUNCTIONAL CLASSIFICATION

Definitions: There are five levels of roadway classification which can be used to define the use characteristics of roads within Newtown. These classifications are defined as follows:

1. Principal Arterial- Interstate: The highest functional roadway classification is the Principal Arterial- Interstate. This classification of roadway provides limited-access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed, long travel distances with relatively few points of access / egress to the local street system. Interstate 84 has this classification in Newtown.

2. Principal Arterial: This roadway type connects major development and activity centers within Newtown to each other, to other communities and to the interstate highway system. Principal Arterial roads are typically higher type designs with higher design speeds, greater traffic carrying capacity and enhanced horizontal and vertical geometry. Principal Arterial roads in Newtown also provide access to adjacent land uses.

3. Minor Arterials: This type of roadway typically carries a lower traffic volume than principal arterials and generally provides for a greater degree of access to abutting land uses.

4. Collectors Roads- Major and Minor: Roads in this category collect traffic from local roads and connect with other collector roads and arterials. Collector roads also provide a high degree of access to abutting land uses and are designed and constructed to accommodate lower traffic volumes and speeds than arterials.

5. Local Roads: All remaining roads are classified as local roads. This roadway classification contains the highest percentage of road mileage in Newtown and provides for the lowest level of through mobility, while affording the highest level of access to abutting land uses.

The classification of a road may change along different segments of its length and in some instances may operate differently than its assigned functional classification. Roadway classifications are tied to various Federal, State/Regional and local funding programs for planning, engineering, construction and maintenance activities. The Federal/State functional classification process also incorporates urban and rural area designations, which affect the distribution of Federal transportation monies.

Classification Inconsistencies: There are numerous inconsistencies between the functional classification of roads by the Town and by the Connecticut Department of Transportation (ConnDOT). This issue was addressed in the 1993 POD and has not been resolved. This issue is important to the Town because the functional classification used by ConnDOT can affect transportation planning policies and programming and as well as eligibility for ConnDOT and Federal transportation improvement monies.

Newtown has been one of Connecticut's faster growing municipalities for the past 20 years. In addition, the long proposed Route 25 Expressway is no longer a feature of ConnDOT's future transportation plans. The Town is encouraged to enlist the assistance of the Housatonic Valley Council of Elected Officials (HVCEO) to pursue adjustments to ConnDOT's functional classification of roads in Newtown so as to more accurately reflect current highway conditions.

Two maps are attached that describe the functional classification of roadways within Newtown as defined by ConnDOT and as defined in Newtown's 1993 Plan of Development. The following is a description of areas of conflict in the functional classification of Newtown's roads, as assigned by the Town and by ConnDOT. This text may prove useful in future discussions of this subject with HVCEO and ConnDOT:

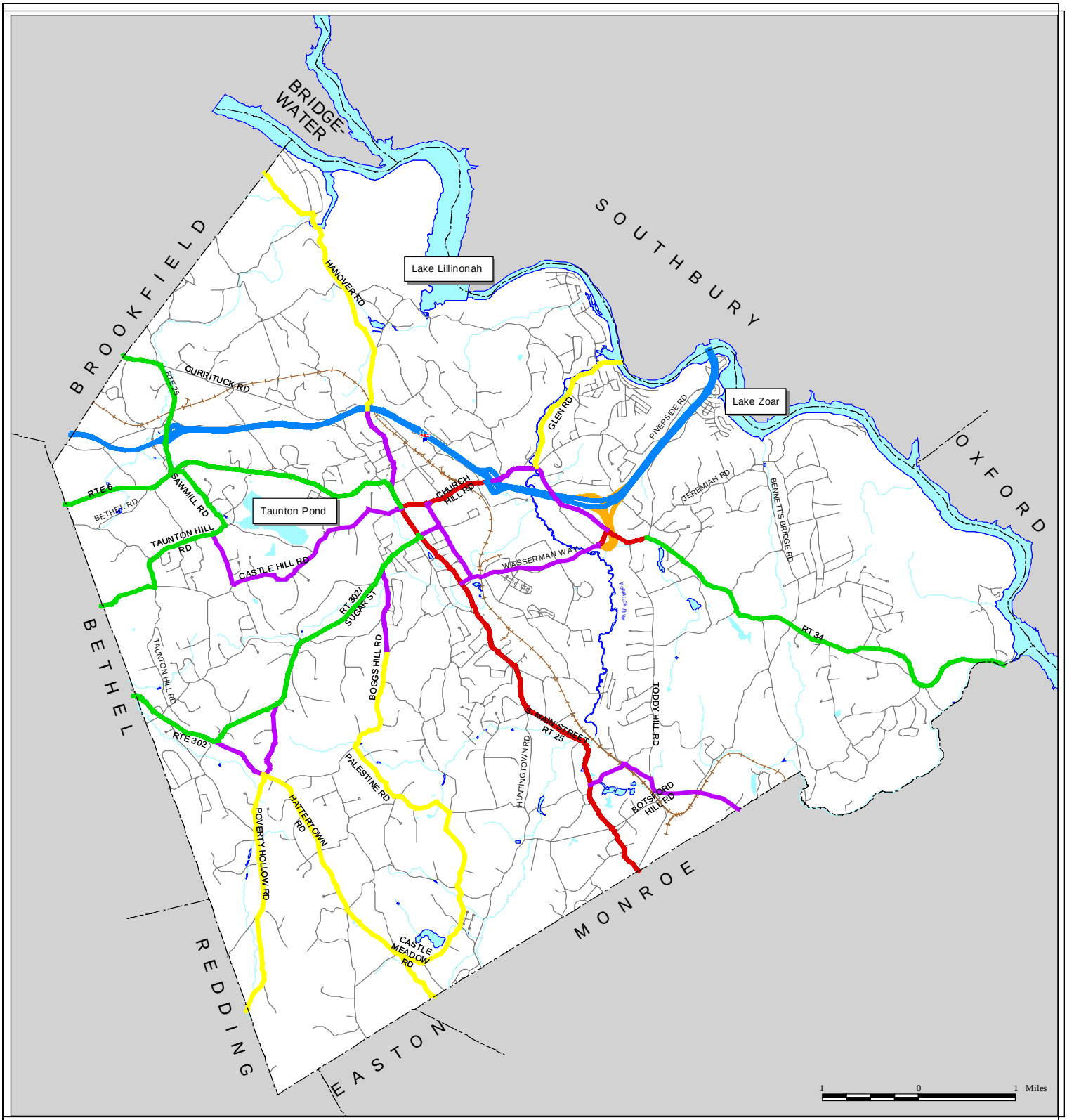
- Toddy Hill Road/Botsford Hill Road/Swamp Road: These roadways are currently classified by ConnDOT as a Local Roads. With a ConnDOT ADT of 6,000 vehicles recorded in 2001, this road corridor functions as a major collector connecting Route 34/I-84 Exit 11 to the north and Route 25 on the south. Upgrade ConnDOT classification to Major Collector Road.

- Pole Bridge Road to Jeremiah Road to Bennetts Bridge Road Corridor: Upgrade ConnDOT's classification of these road segments from Local Roads to Minor Collector Roads.

- Great Ring Road: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector Road.

- High Rock Road: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector Road.

- New Lebanon Road: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector Road.



SOURCE OF BASE MAP:

Road Network & Land Use -
Housatonic Valley Council of Elected Officials, 2000;
Updated by HMA Windshield Survey

Functional Road Classification:
Connecticut Department of Transportation, 2002

THIS MAP WAS DEVELOPED FOR USE AS A PLANNING DOCUMENT. DELINEATIONS MAY NOT BE EXACT.

Legend

- (P) Principal Arterial - Interstate
- (P) Principal Arterial - Other Expwy
- (P) Principal Arterial - Other
- (M) Minor Arterial
- (C) Major Collector
- (R) Minor Collector
- Local

Current ConnDOT Functional Road Classification

Plan of Conservation & Development

Newtown, Connecticut

N

HMA

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Hamden, Connecticut August 2002

- Glen Road (SR 816)- Upgrade ConnDOT's classification of this road from Minor Collector to Major Collector Road.

- Riverside Drive: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector Road.

- Route 34 Segment: Upgrade the segment of Route 34 from the Exit 11 overpass to the I-84 mainline overpass from Collector Road to Minor Arterial.

- Washington Street: Upgrade the classification of Washington Street from the I-84 Main Line overpass to Church Hill Road (SR 816) from Collector Road to Minor Arterial.

- Church Hill Road: Upgrade the classification of the segment of Church Hill Road from Sandy Hook Center (Washington Street) to Exit 10 from Collector to Minor Arterial.

- Hanover Road: Upgrade the Classification of the segment of Hanover Road from Route 6 to Echo Valley Road to Major Collector.

- Currituck Road: Upgrade ConnDOT's classification of this road from Local Road to Major Collector Road.

- Route 6: Upgrade the segment of Route 6 from the Flagpole to the Bethel town line from Minor Arterial to Principal Arterial status.

- Old Bethel Road: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector.

- Plum Trees Road: This road had a ConnDOT 2001 ADT of 1,000 vehicles. Downgrade ConnDOT's classification of this road from Minor Arterial to Major Collector.

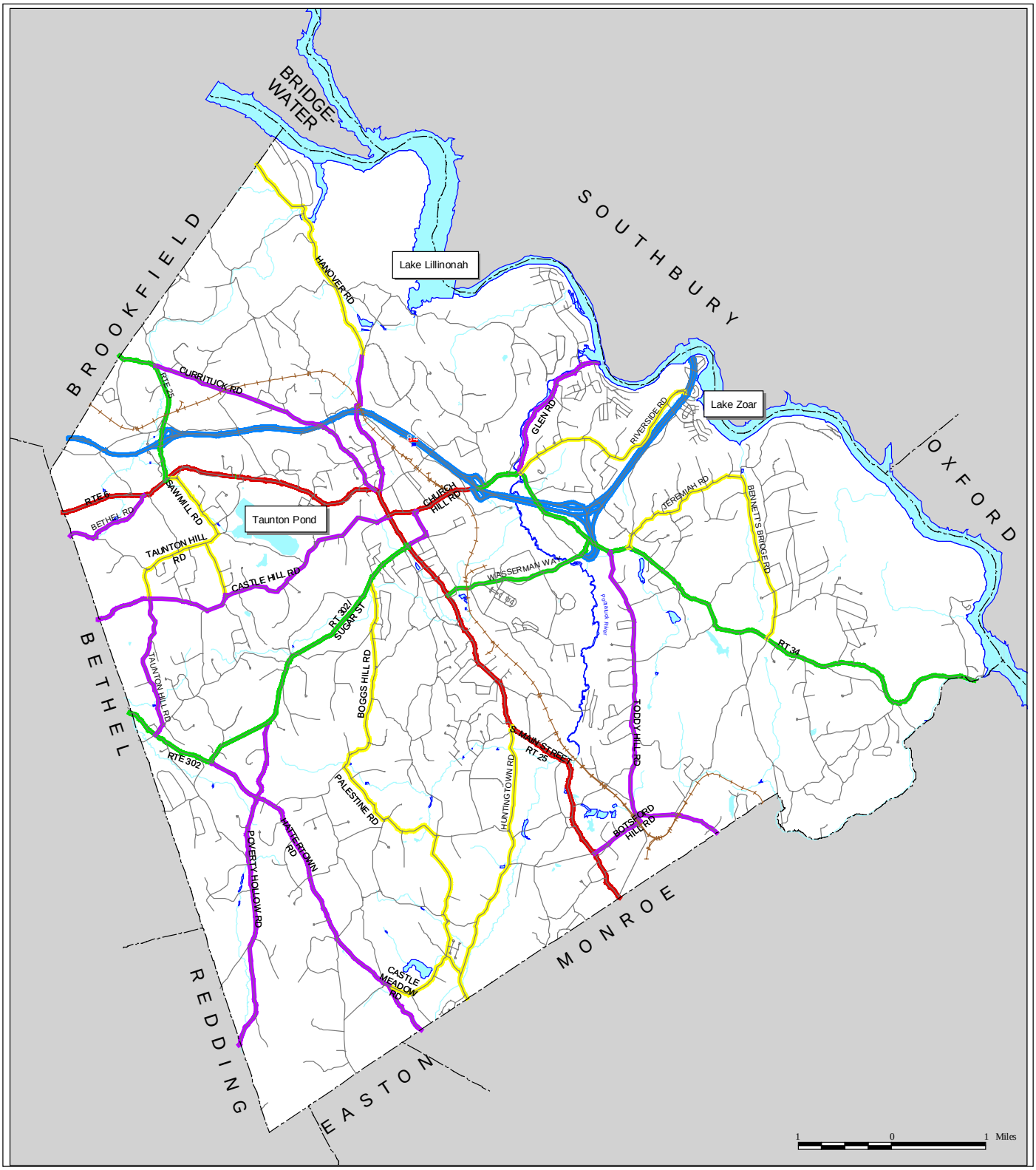
- Taunton Hill Road: The segment of this road from Plum Trees Road to Saw Mill Road had a ConnDOT 2001 ADT of 850 vehicles. Downgrade ConnDOT's classification of this road segment from Minor Arterial to Minor Collector status.

- Taunton Hill Road: Upgrade ConnDOT's classification of this road from Local Road to Major Collector.

- Saw Mill Road: Downgrade ConnDOT's classification of this road from Minor Arterial to Minor Collector.

- Great Hill Road: Upgrade ConnDOT's classification of the segment of this road from Plum Trees Road to Castle Hill Road from Local Road to Major Collector.

- Poverty Hollow Road: Upgrade ConnDOT's classification of this road from Local Road to Major Collector.



SOURCE OF BASE MAP:

Road Network & Land Use-
Housatonic Valley Council of Elected Officials, 2000;
Updated by HMA Windshield Survey

Functional Road Classification:
Connecticut Department of Transportation, 2002
Town of Newtown, 2002

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Legend

- (P) Principal Arterial - Interstate
- (P) Principal Arterial - Other Expwy
- (P) Principal Arterial - Other
- (M) Minor Arterial
- (C) Major Collector
- (R) Minor Collector
- Local

1993 POD
Functional Road Classification

Plan of Conservation & Development

Newtown, Connecticut

N

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Hamden, Connecticut August 2002

- Hattertown Road: Upgrade ConnDOT's classification of this road from Local Road to Major Collector for its length in Newtown.

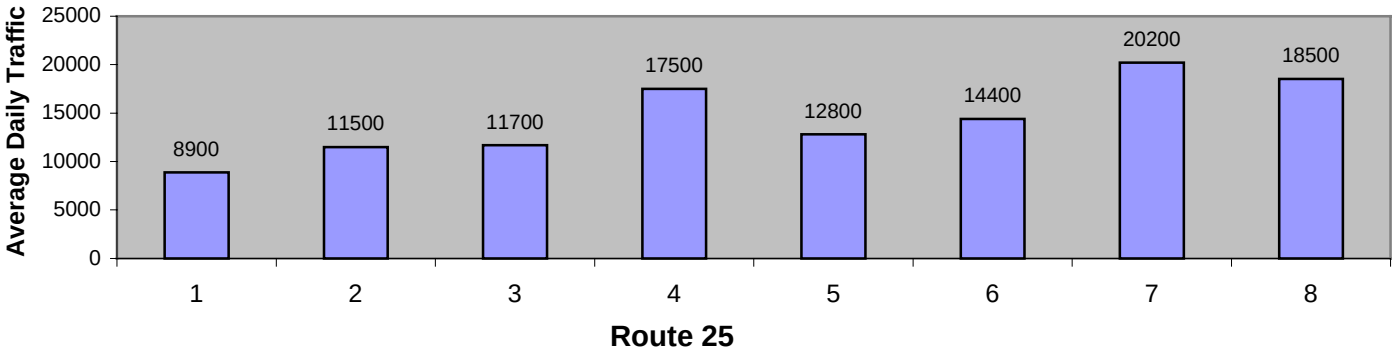
- Huntingtown Road: Upgrade ConnDOT's classification of this road from Local Road to Minor Collector.

III. CURRENT CONDITIONS

The following is a description of road characteristics, traffic volumes and safety issues.

ROUTE 25:
Route 25 is an arterial highway that begins at Route 7 in Brookfield and extends southeastward to I-95 in Bridgeport. Route 25's average daily traffic (ADT) volumes in 2001 ranged from 8,400 ADT at the Brookfield town line, 17,500 ADT just north of the Flagpole, 20,200 ADT just south of Mile Hill Road and 18,500 ADT at the Monroe town line. The following figure represents Average Daily Traffic (ADT) volumes for selected portions of Route 25, from the Brookfield town line to the Monroe town line.

FIGURE 1
AVERAGE DAILY TRAFFIC VOLUMES



Legend

1 Brookfield Town Line
2 South of I-84 Exit 9 Ramps
3 Route 6 Overlap, West of Currituck Rd.
4 Just North of the Flagpole
5 Just South of the Flagpole
6 North of Mile Hill Rd.
7 South of Mile Hill Rd.
8 Monroe Town Line

While it is classified as a minor arterial from the Brookfield town line to the Flagpole and a major arterial from the Flagpole to the Monroe town line, Route 25 also functions as the Town's Main Street and as a local service road with numerous curb cuts that provide access to the many businesses, institutions and residences located along its length in Newtown.

Route 25 Expressway: For many years, ConnDOT planned for the construction of a Route 25 expressway which would have provided expressway linkage between I-84 in Newtown and I-95 in Bridgeport. Portions of this expressway were constructed, extending from the Route 8 Expressway in Bridgeport to the vicinity of Route 111 in northern Trumbull. Over the years, many route alignment alternatives were considered to complete the balance of the expressway to I-84. Extensive environmental analyses were conducted and there were numerous public meetings to discuss the needs for and consequences of extending the expressway northward through Monroe and Newtown. Newtown's current Plan of Development, completed in 1993, calls for the completion of the Route 25 Expressway through Newtown to I-84 Exit 11. In 1993, ConnDOT announced that it would no longer pursue the completion of the expressway, due to a lack of sufficient financial resources.

Route 25 Widening: In 1998, ConnDOT proposed the widening of Route 25, within its current ROW, to a four lane cross section from Route 111 in Trumbull to Wasserman Way in Newtown. Neither the Town nor HVCEO have supported this proposal. This widening project can not proceed, using Federal monies, without HVCEO's endorsement. In the 2002 Inventory of Newtown Traffic Issues, HVCEO suggests that Newtown "advocate for intersection oriented safety improvements along the (Route 25) corridor one by one, as can be justified by traffic engineering studies."

Route 25 South Safety Issues: Previous analysis of Route 25 from the Flagpole to the Monroe town line resulted in recommendations for intersection improvements and a curb cut management plan to address safety issues. The Newtown Planning and Zoning Commission has adopted the curb cut management plan.

The Route 25 intersections recommended for improvements to address safety issues and, in some instances, address intersection capacity issues include: Swamp Road; Botsford Hill Road; Elm Drive, north and south; Pecks Lane, north and south; Borough Lane; and Route 302/Glover Avenue. Several of the recommended intersection improvements are minor in nature, such as re-striping of lanes to improve turning movements and might be accomplished by ConnDOT District 4 working directly with the Town of Newtown.

Route 25- Hawleyville: In 1997 the Town of Newtown, working with HVCEO, completed the Hawleyville Transportation and Development Study. This report addressed the land use and transportation issues associated with the Town's longstanding desire to encourage economic development on the lands near the I-84 Exit 9 interchange. The land use and transportation recommendations of this analysis, including intersection improvements and a curb cut management plan, were subsequently incorporated into Newtown's Plan of Development. ConnDOT's I-84 Corridor Study, completed in 2000, updated recommendations for the configuration of Exit 9 ramps and associated Route 25 intersection improvements. (See attached map) A ConnDOT commuter parking lot for 53 vehicles is located on the east side of Route 25, north of Barnabas Road.

In 2000, Newtown applied to ConnDOT for assistance in planning for improvements to the intersection of Route 25 with Currituck and Obtuse Roads. That analysis was recently completed, with ConnDOT concluding that signalization of this intersection was not currently

Source: HVCEO- 2002 Inventory of Newtown Traffic Issues

EXCERPTS FROM THE CONN DOT 2000 I-84 UPGRADING PLAN FOR EXIT 9 (TOP) AND EXIT 10 (BOTTOM).

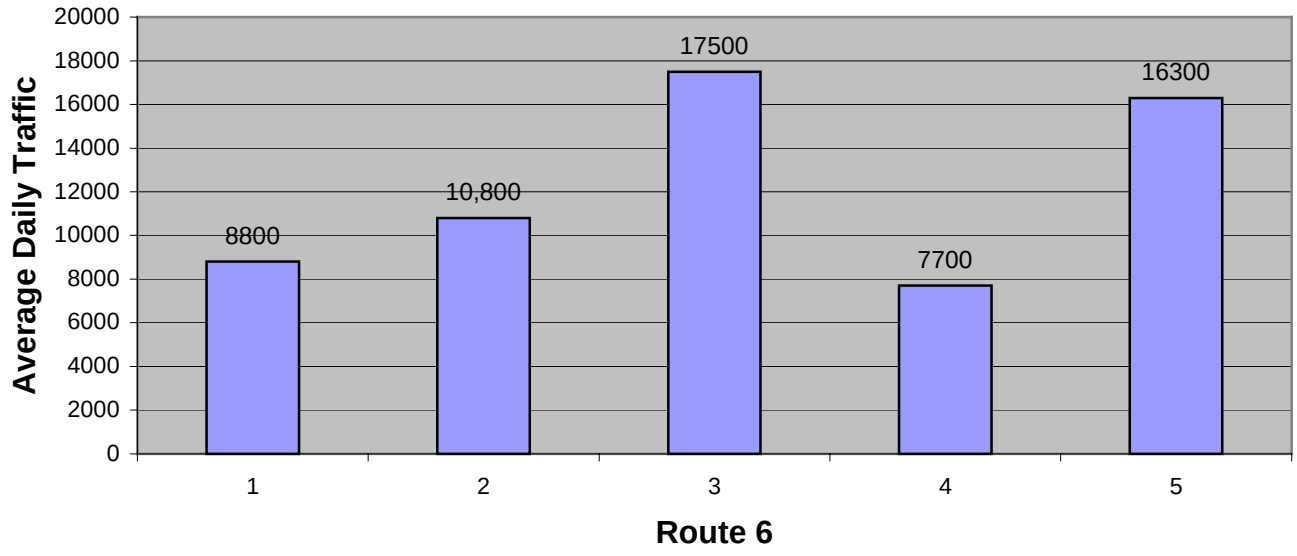
needed. Any future improvements to the design of this intersection will be affected by the presence of a former schoolhouse, listed on the National Register of Historic Sites and natural gas transmission lines, both located on the north side of the intersection.

ROUTE 6

Route 6 is a two lane arterial roadway that begins at the Bethel town line as Mount Pleasant Road and proceeds eastward, joining Route 25 in Hawleyville and becoming Main Street near its intersection with School House Hill Road. At the Flagpole, Route 6 proceeds, down Church Hill Road to join I-84 at Exit 10.

Average daily traffic (ADT) volumes on Route 6 in 2001 ranged from 8,800 ADT at the Bethel town line, 10,800 at the northern intersection with Route 25, 17,500 ADT just north of the Flagpole, 7,700 between the Flagpole and Queen Street on Church Hill Road and 16,300 ADT just east of Commerce Road before the I-84 ramps. Figure 2 represents Average Daily Traffic (ADT) volumes for selected portions of Route 6 in Newtown.

FIGURE 2
AVERAGE DAILY TRAFFIC



Legend

1. Bethel Town Line
2. Route 25 intersection, west end
3. Main Street- north of the Flagpole
4. Church Hill Rd.- Flagpole to Queen St.
5. Church Hill Rd.- Commerce to 1st I-84 onramp

ConnDOT has given Route 6 the functional classification of Minor Arterial from the Bethel town line to the Flagpole and the classification of Major Arterial from the Flagpole to I-84. While Route 6 has the classification of an arterial road, it also functions as the Town's Main

Street and as a busy local service road along Church Hill Road, with numerous curb cuts that provide access to the businesses, institutions, schools and residences located along its length in Newtown.

Route 6- Hawleyville: The 1997 Hawleyville Transportation and Development Study that addressed land use and transportation issues in this area of Newtown made recommendations for intersection improvements and included a curb cut management plan. This report concluded that the Hawleyville intersection of Routes 6 and 25 will need to be upgraded to accommodate the implementation of the economic development activities planned for this area.

Route 6- Main Street: ConnDOT's Traffic Accident Surveillance Report (TASR) does not indicate any major problem intersections or road segment issues on Route 6 from the Bethel town line until reaching the Flagpole. The Flagpole intersection also involves Route 25 and is discussed below as a separate road issue. Pedestrian activity is an important Main Street consideration. Main Street has attractive sidewalks setback from Route 6. However, pedestrian crossing of Route 6 is a challenge, due to the width of the road and the volume and speed of traffic. The Town, working with ConnDOT has achieved good pavement markings and signage, alerting motorists of pedestrian activity and encouraging pedestrians to cross in marketed crosswalks. The Newtown Police Department has also implemented education and enforcement activities to improve pedestrian safety. Any proposals for the improvement of the Flagpole intersection should include recommendations which address pedestrian mobility and safety along Main and Queen Streets and Church Hill Road.

Route 6- Church Hill Road: The portion of Route 6 between the Flagpole and I-84 is designated by ConnDOT as a major arterial. It also functions as one of Newtown's busier streets by directly serving many retail businesses, the Hawley School, Queen Street and its shopping areas and by connecting to the many businesses located on Commerce Drive and Edmond Road. This portion of Route 6 provides two lanes of travel, with turn lanes provided at the Queen Street and Commerce Road intersections. Traffic exiting Commerce Drive and traveling east was noticed to be using the dirt shoulder to facilitate right turns and bypass traffic turning left onto Church Hill Road west bound.

Route 6 also provides access to Interstate 84 at Exit 10. A curb cut management plan was prepared by HVCEO in 1993 for this segment of Route 6 but has not been incorporated into the Borough's zoning code.

The railroad overpass on Route 6 has been a subject of concern for several decades. Over the years, dozens of over-height trucks have hit the overpass, stopping traffic in both directions. After many false starts, construction of a new $4,000,000+ overpass is underway. The new overpass will eliminate this traffic hazard. It will also permit the passage of trucks on all of Church Hill Road.

For many years, the section of Route 6/Church Hill Road from Commerce Road easterly to I-84 Exit 10 has been at the top of the Housatonic Valley Region's list of most problematic road segments, in terms of traffic safety. The high accident rates in this area have been attributed

to the combination of high traffic volumes and numerous turning movements. In 2000, Newtown requested State assistance to address this safety issue and ConnDOT is in the process of preparing an improvement plan for this segment of Route 6.

Route 6 – I-84 Exit 10: In 2000, ConnDOT concluded an analysis of the need to upgrade I-84 from the New York border to the Housatonic River. This study calls for the widening of I-84 to three travel lanes in each direction, with significant interchange improvements. Improvements proposed for Exit 10 are designed to convert the interchange to a modified "diamond" configuration to address capacity and safety issues. The proposed design for this interchange change is attached.

ROUTE 25 AND ROUTE 6: ADT CHANGES (1991 – 2001)

Table 1 identifies changes in Average Daily Traffic (ADT) volumes between 1991 and 2001 for defined segments of Routes 25 and 6.

TABLE 1
AVERAGE DAILY TRAFFIC TRENDS

Roadway Link	Average Daily Traffic		Percent Change
	1991	2001	
Route 25			
Exit 9 W. Bound Ramps & Barnabas Rd	9,100	11,500	+26.4%
Between I-84 Exit 9 E&W Bound Ramps	9,700	10,700	+10.3%
Between the Flagpole and Route 302	16,200	12,800	-21.0%
Route 302 to Mile Hill Road	15,500	14,400	- 7.1%
South of Mile Hill Road	17,400	20,200	+16.1%
Route 6			
Bethel Town Line to Route 25	9,500	10,800	+13.7%
Between Currituck Road and the Flagpole	15,400	17,500	+13.6%
Between Flagpole and Queen Street	11,000	7,700	- 30.0%
Between Queen Street and I-84 Exit 10	18,600	16,300	- 12.4%

Source: !993 POD and ConnDOT Cartographic/Transportation Data

The following conclusions were drawn from the information presented in the table above:

1. The 26.4% increase in traffic on Route 25 north of Barnabas Road might be attributed to traffic generated by new residential development to the north. Some of the residents of these new homes, located in Newtown, Brookfield, New Milford and points north, may

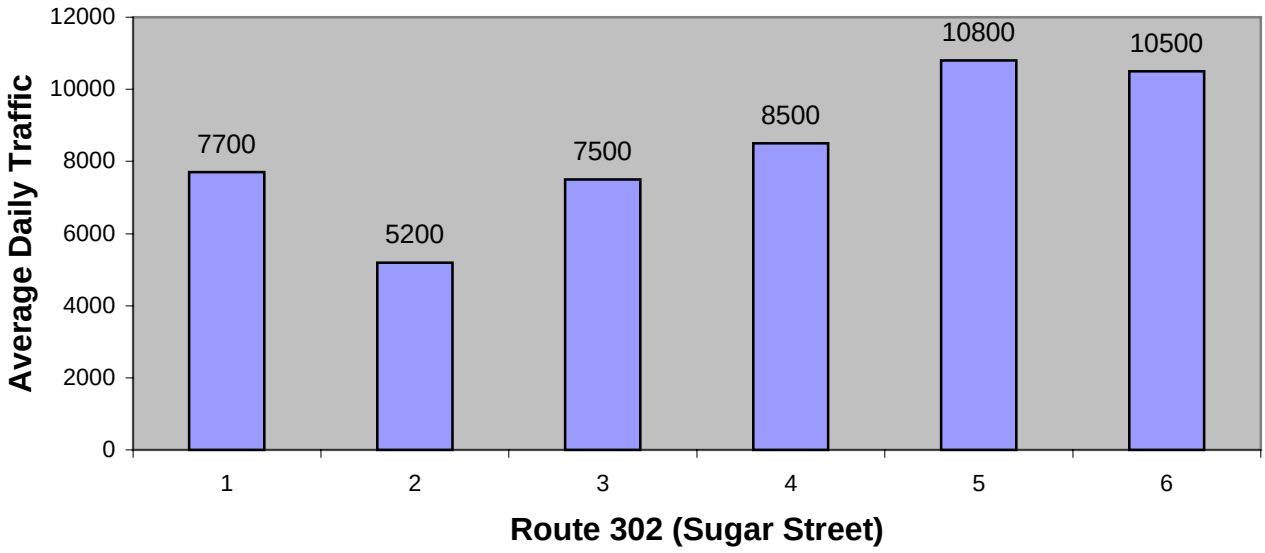
be using this portion of Route 25 to commute to work destinations in Bridgeport, New Haven or Waterbury. This conclusion can not be verified until journey to work information from the 2000 Census becomes available.

2. The decrease in traffic volumes on Route 25 between the Flagpole and Mile Hill Road and on Route 6 between the Flagpole and Queen Street is most likely attributable to a combination of the completion of Wasserman Way, improved I-84 signage directing traffic bound for Route 25 south to Exit 11/Wasserman Way and the increased utilization of Queen Street for trips between Church Hill Road and Route 25 south.

ROUTE 302

Route 302 is a two lane roadway entering Newtown from the west at the Bethel town line as Dodgingtown Road. Route 302 proceeds easterly, becoming Sugar Street and ends at Route 25 (Main Street South) in the Borough. Average daily traffic (ADT) volumes on Route 302 in 2001 ranged from 7,700 ADT west of Hattertown Road, 5,500 east of Hattertown Road, 7,500 east of Key Rock Road, 8,500 west of Boggs Hill Road, 10,800 east of Boggs Hill Road and 10,500 just west of Elm Drive and Route 25. Figure 3 represents average daily traffic volumes for selected areas of Route 302 in Newtown.

FIGURE 3
AVERAGE DAILY TRAFFIC



Legend

1 West of Hattertown Road
2 East of Hattertown Road
3 East of Key Rock Road
4 West of Boggs Hill Road
5 East of Boggs Hill Road
6 West of Elm Drive and Route 25

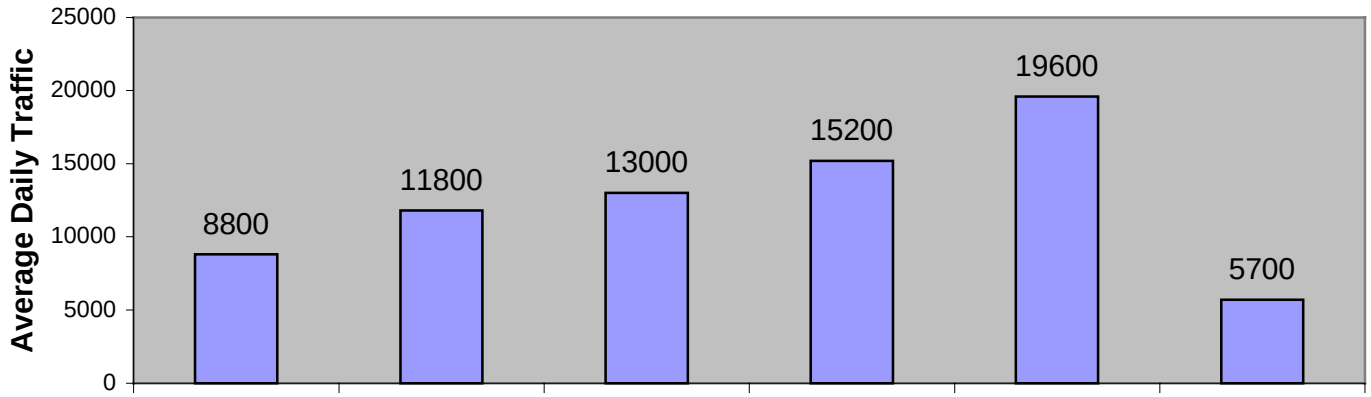
ConnDOT has given Route 302 the functional classification of Minor Arterial from the Bethel town line to its intersection with Route 25. As such, this arterial connects the center of Newtown with the center of Bethel. This low volume State road provides access to several small commercial uses and the Dodgingtown hamlet near the Bethel town line. Route 302 also connects with numerous Town roads that provide access to western Newtown and passes through a very scenic area containing two operating farms.

The Route 302 intersections with Hattertown Road and Key Rock Road have been identified as possessing alignment and/or sight line safety issues. These problems are of such a nature that it may be possible to address them through the coordinated efforts of Newtown's engineering and public works personnel and ConnDOT's District IV staff.

ROUTE 34

Route 34 is a two lane arterial roadway that enters Newtown from the south at the Monroe town line as Berkshire Road and proceeds northwesterly, ending at the I-84 mainline overpass. ConnDOT has given Route 34 the functional classification of Minor Arterial. Route 34 connects Newtown with the lower Naugatuck Valley, the greater New Haven area and I-95.

FIGURE 4
AVERAGE DAILY TRAFFIC



Legend

1 Route 34 at the Monroe Town Line
2 Route 34 South of High Rock Road
3 Route 34 South of Pole Bridge Road
4 Route 34 between Pole Bridge and Toddy Hill
5 Rte 34 between Toddy Hill and Wasserman Way
6 Route 34 Northwest of Wasserman Way

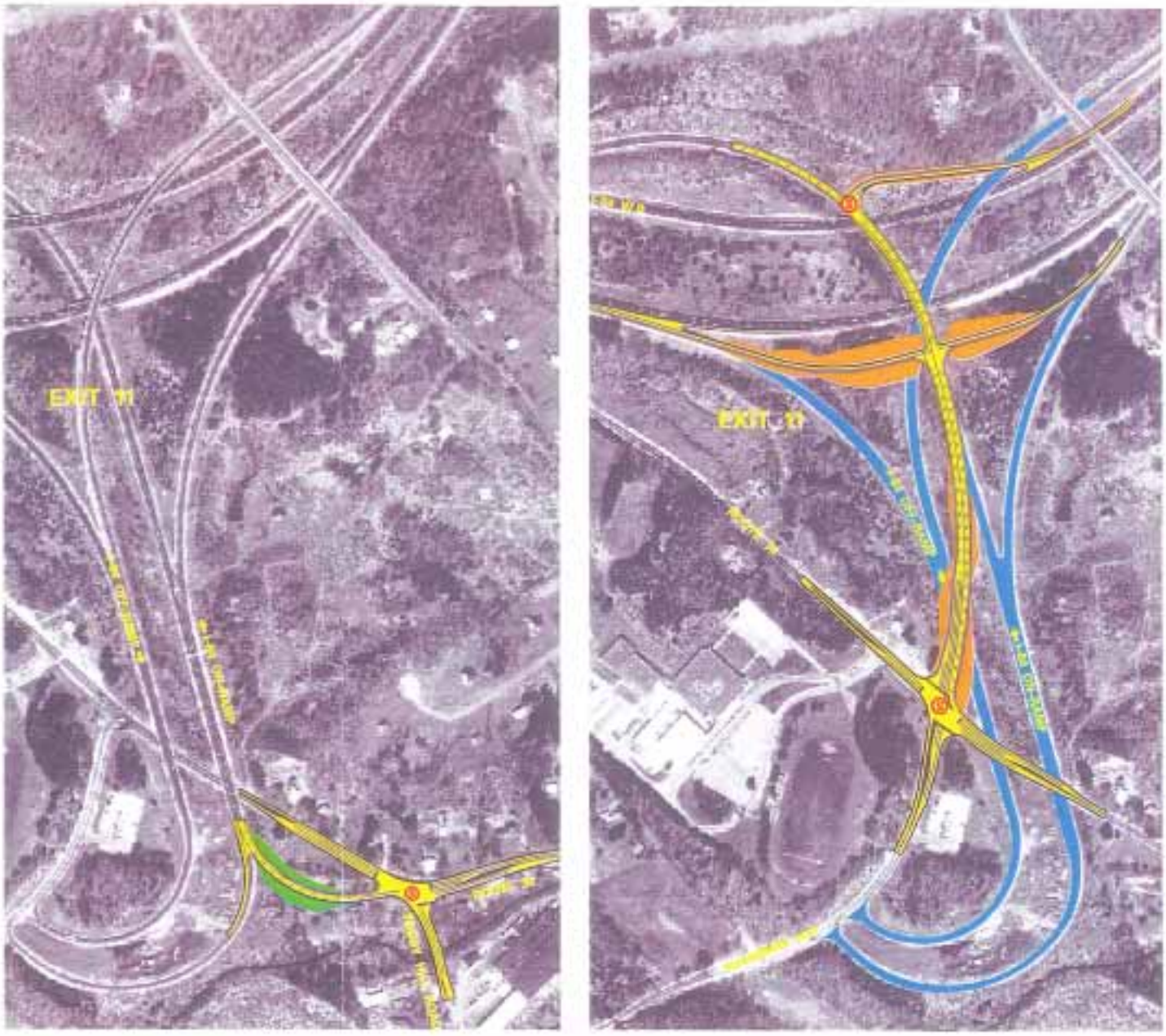
Average daily traffic (ADT) volumes on Route 34 in 2001 ranged from 8,800 ADT at the Monroe town line, 11,800 south of High Rock Road, 13,000 south of Pole Bridge Road, 15,200 between Pole Bridge Road and Toddy Hill Road, 19,600 between Toddy Hill Road and Wasserman Way and 5,700 just northwest of Wasserman Way. Figure 4 represents average daily traffic volumes for these intersections.

Route 34 Bridge: An issue which may affect the future utilization of this roadway is a ConnDOT proposal to improve the bridge crossing of the Housatonic River. Route 34 currently crosses the Housatonic River on top of the Stevenson Dam, which is located in Monroe approximately 1.25 miles south of the Newtown town line. The narrowness of the roadway on top of the dam, combined with the short turning radii of the approaches at either end of the bridge and the curve in the roadway near the east end of the dam prohibit the side by side passage of large tractor trailer trucks in these three areas of the bridge. On occasion, opposing trucks must back away from one another to enable passage over the dam. Route 34 represents the most direct route for trucks traveling between the New York State/Danbury I-84 corridor and the New Haven/I-95 area. It is likely that the reconstruction of this bridge or the building of a new bridge over the Housatonic River will result in increased truck traffic on Route 34.

Route 34 –The Hill: Route 34 is quite unique in that there are no commercial businesses fronting on this State highway from the Monroe town line to just east of Pole Bridge Road, a distance of approximately 4.6 miles. This section of Route 34 passes over a hill that presents a significant climb for heavily loaded trucks traveling north bound. Trucks often slow to 25 to 30 miles per hour as they proceed upgrade, causing significant backups of following traffic during AM peak flows. Consideration was given to adding a slow vehicle lane to permit passing, however this option was rejected due to the taking of front yards that would be required to accommodate the additional lane. If the proposed upgrade of Route 34's crossing of the Housatonic River does result in additional truck traffic, it can be anticipated that the idea of adding climbing lanes on this section of Route 34 will be raised once again.

Route 34- Pole Bridge Road to Wasserman Way: The section of Route 34 from Pole Bridge Road to Wasserman Way has Newtown's second highest traffic volumes (for non-expressway roads), as well as two curves, changes in roadway elevation, poor sightlines and intersections with two busy town roads. Northwest bound morning peak hour traffic on Route 34 was observed to back-up from south of Pole Bridge Road, through the Toddy Hill Road intersection and through the intersection of Wasserman Way, to the I-84 Exit 11 on-ramp. Southeast bound traffic on Route 34 was observed to be backed-up behind vehicles turning left into Pole Bridge Road, on a narrow corner with poor sight lines.

Route 34 – I-84 Exit 11: In 2000, ConnDOT concluded an analysis of the need to upgrade I-84 from the New York border to the Housatonic River. Significant improvements were proposed for Exit 11 as depicted in the attached Figure. ConnDOT has proposed an interim solution to morning, north bound traffic congestion on this roadway segment by providing a direct link to the I-84 onramps through a redesigned intersection with Toddy Hill Road.



EXCERPTS FROM THE CONN DOT 2000 I-84 UPGRADING PLAN CONCERNING EXIT 11
IN NEWTOWN. INTERIM IMPROVEMENT AT LEFT, LONG RANGE IMPROVEMENT AT RIGHT

Source: HVCEO- 2002 Inventory of Newtown Traffic Issues

WASSERMAN WAY

Wasserman Way is a new State numbered (SR 490 and SR 860) roadway connecting Route 34 and I-84 Exit 11 on the east with Queen Street, Mile Hill Road and Route 25 on the west. ConnDOT classifies Wasserman Way as a collector road. The portion of Wasserman Road from Route 34 to Nunnawauk Road is SR 490. SR 490 continues on Nunnawauk Road from Wasserman Way to the Garner Correctional Facility. The portion of Wasserman Way from Nunnawauk Road to Mile Hill Road is SR 860. A ConnDOT commuter parking lot with 78 spaces is located on the east side of Wasserman Way, between Route 34 and the I-84 ramps.

Wasserman Way was constructed at the Town's request to develop an alternate route serving the central area of Newtown. It passes adjacent to the former Fairfield Hills Hospital Campus, which the Town is currently negotiating to purchase from the State and use for municipal and economic development purposes.

Based upon 2001 Average Daily Traffic (ADT) volumes recorded by ConnDOT, the construction of this roadway has been well received by motorists. ADT volumes on Wasserman Way in 2001 ranged from 16,900 vehicles between Route 34 and the I-84 Exit 11 ramps, to 9,800 vehicles west of Nunnawauk Road to 12,200 vehicles between Mile Hill Road South and Route 25. The need for future improvements to the intersections along Wasserman Way are part of the Fairfield Hills Master Planning process, which will be incorporated into the POCD as they are completed.

GLEN ROAD

Glen Road is a State numbered road (SR 816) and is classified by ConnDOT as a minor collector road. At one time, Glen Road was a part of Route 6, the major east-west arterial serving Newtown. Glen Road provides secondary access to Southbury, bridging the Housatonic River. Traffic volumes on Glen Road increase substantially when I-84 is shut down for accidents or construction activity. Average Daily Traffic volumes on this road in 2001 ranged from 2,400 vehicles at the Housatonic River bridge to 3,900 vehicles just north of the intersection with Church Hill Road. Glen Road passes through the narrow northern end of the Pootatuck River valley and this section of roadway has been long recognized for its scenic qualities.

THE "FLAGPOLE"

The Flagpole in the middle of the Main Street intersection of Route's 6 and 25 and the two legs of West Street has been described as the "emotional heart" of Newtown. The Flagpole, sometimes referred to as the "Liberty Pole," and its predecessors date from 1876. The current 100' high flagpole was erected 52 years ago.

Because the Flagpole sits in the middle of a busy intersection with five roadway legs, it has been the site of many accidents, including fatalities. The recent downward trend in accidents at this intersection may be related to reduced traffic volumes on Route 6 east of the Flagpole and Route 25 south of the Flagpole, possibly resulting from the construction of Wasserman Way. It can be anticipated that these volumes will increase in the future, as Newtown and

surrounding communities continue to grow in population and employment and the Church Hill Road railroad overpass is raised.

Over the years, proposals to improve safety at this intersection, such as signalization, have been met with resistance from the Community because they would have adversely affected the historic character of this intersection. One proposal to improve safety and the flow of traffic at this intersection, which has not been formally pursued, is the creation of a modern roundabout that would feature the Flagpole as a prominent community monument in the middle of a landscaped circle, in the middle of the roundabout. Modern roundabouts are not traffic circles or rotaries. They are increasingly used to address the issues of traffic flow, traffic safety and community character. This proposal was advanced by HVCEO in the 2002 Inventory of Newtown Traffic Issues.

LOCAL ROAD ISSUES

Newtown has 226 miles of local roads. While Newtown has many miles of new roads built to serve the numerous subdivisions developed during the past twenty years, most of Newtown's local collector roads serving the new subdivisions are considerably older. These older collector roads were originally built to handle low volumes of traffic traveling at relatively low speeds.

The Town has recognized the necessity to upgrade its local road network to meet the needs of a growing community, addressing such issues as drainage and bridge improvements, road bed and pavement improvements, road alignments, sightlines and intersections. The Town is currently thirteen years into a 20 year capital plan to address these roadway items. In a community growing as rapidly as Newtown, some local roads and intersections that were once adequate to handle traffic can develop safety issues. When these issues arise they are addressed by the Town in a manner that protects the safety of the traveling public.

Pole Bridge Road: An example of an intersection that is no longer adequate to safely handle increased levels of traffic is the intersection of Pole Bridge Road with Jeremiah and Philo Curtis Roads. This intersection has been identified by the Newtown Police Department, the Town Engineer and the Public Works Director as possessing safety issues relating to sightlines, road alignment and traffic control. These issues are currently being addressed by these Town departments.

Queen Street at Glover Avenue: As documented in the 1988 Center Area Traffic Plan, the Queen Street Glover Avenue corridor is used as a shortcut for traffic moving between Church Hill Road and Route 25 south and Route 302 west. The problems associated with the intersection of Queen Street with Glover Avenue have been identified by the Town Engineer, the Director of Public Works and the Police Chief. This intersection was also identified in the 1993 POD as "problematic due to congestion or high accident occurrences."

Solutions to the traffic safety issues associated with this intersection have been advanced, including signalization, but none have gained favor as they would have resulted in alterations to the "island" located in the middle of this intersection, altering the character of this

residential neighborhood. It is recommended that an analysis of past traffic accidents and future traffic volumes be performed and that design alternatives for this intersection be prepared, with public involvement, to result in safety improvements to this intersection that are sensitive to the residential characteristics of the adjacent neighborhood.

As Newtown continues to grow, additional segments of the Town's existing roadways and intersections will need to be improved to handle increased traffic volumes. The process to address these needs appears to be well established.

Scenic Roads: Newtown has a scenic road ordinance for Town roads that was adopted in 1997, with revisions in 1999. The purpose of the ordinance is to "…provide a balance between the need to provide safe and convenient public transportation as well as other public safety needs along with preserving the scenic and rural values."

Newtown's scenic roads include: Sanford Road, which is a narrow, winding dirt road extending from Tamarack Road to Echo Valley Road; Zoar Road, also a narrow winding dirt road running from Route 34 to Bennetts Bridge Road; and the recently approved 4,000' unpaved portion of Pond Brook Road, between Hanover Road and Lake George Road.

PEDESTRIAN CIRCULATION AND BIKEWAYS

Sidewalks: Considerable interest has been expressed for improved pedestrian facilities, especially as relates to activities within the Borough and the Sandy Hook Village area. The Town and the Borough are about to initiate a planning process to improve pedestrian facilities along Queen Street and possibly other roadways within the Borough. The Queen Street area has received pedestrian improvements since the preparation of the 1993 POD and additional changes are sought. This study should also be encouraged to include plans for the development of a pedestrian connection between the Queen Street area and municipal facilities at Fairfield Hills, which will include the new 5/6 school, the new town hall, up to twelve playing fields and other community uses.

A planning study for the revitalization of the Sandy Hook Village area is nearing completion. Recommendations will include improvements for enhanced pedestrian mobility and safety. The final recommendations for pedestrian improvements to the Borough and the Sandy Hook Village area will be considered by the Planning and Zoning Commission for eventual incorporation into the POCD.

Trails: Because of Newtown's low density suburban character, most local roads do not have sidewalks. However, Newtown has a very extensive network of walking trails located throughout Town, which have been documented in a booklet prepared by Mary Mitchell and Albert Goodrich and published by the Cyrenius H. Booth Library. This booklet, titled Newtown Trails Book, contains 18 detailed maps which identify the location and condition of publicly accessible walking trails.

A recent trail proposal made by the Town's Ad HOC Open Space Task Force recommended the development of a multi-purpose trail between Fairfield Hills and the Upper Paugussett

State Forest. This trail would facilitate a pedestrian connection between Fairfield Hills and the Sandy Hook Village Center. The proposed trail may require the reconstruction of the Black Bridge Road bridge, as a pedestrian/bicycle bridge only over the lower Pootatuck River.

Bikeways: There are currently no dedicated bikeways within Newtown. Suggestions have been raised concerning the extension of the Monroe rails to trails pedestrian/bikeway facility into Newtown and there was a proposal for the construction of a bike lane on Glen Road (SR 816) that would connect the Sandy Hook Village center with Southbury. This latter proposal has not moved forward, as there are no accurate maps of the right of way along this State numbered road that would permit preliminary engineering work and the development of cost estimates to assess the feasibility of this idea.

PUBLIC TRANSIT

The Housatonic Area Regional Transit District (HART) is the entity responsible for providing fixed-route and elderly and disabled public transit service within the Housatonic Valley Region. Newtown is not currently served by fixed-route bus service. The nearest fixed-route bus service ends at the Bethel town line, on Route 6. HART does provide "SweetHART" bus transportation service for Newtown's seniors (age 60 or older) and persons of any age with disabilities. SweetHART provides door-to-door bus service Monday thru Friday, from 7:00 AM to 6:00 PM, with a dial-a-ride reservation system.

There have been considerations for establishing fixed-route bus service in Newtown. In 1993, HART prepared for HVCEO the Newtown/New Fairfield Bus Service Feasibility Plan. This report recommended a trial demonstration of fixed-route bus service that would serve major traffic generators such as the senior center, Church Hill Road, Queen Street, Main Street, Nunnawauk Meadows and Route 25 as far south as Sand Hill Plaza. This service would represent an extension of HART's Route 6 bus line in Bethel. No action was taken on this proposal.

As part of the process to update Newtown's Plan of Conservation and Development, a Community Planning Survey was conducted to understand residents concerns for Newtown's future. When responding to the question "Please provide us with two or three ways quality of life in Newtown might be improved?" the second most frequent response was "more mass transit."

RAIL SERVICE

In the early 1900's Newtown had an extensive system of rail lines and historic accounts indicate 153 freight and passenger trains stopped or passed through Newtown daily. Today, Newtown has one rail line, the Maybrook Line, which originates in Beacon, New York, ends in Derby, Connecticut and is used for rail freight service. The Maybrook Line intersects with other rail lines, which provide connectivity to the national network of rail lines and rail services.

The Maybrook Line enters Newtown in the Hawleyville area, passes through the east side of the Borough, continues east of Route 25 to the Botsford area where it turns southeasterly to the Stevenson section of Monroe. The Connecticut portion of the Maybrook Line is owned by the Housatonic Railroad Company, which currently provides rail freight service to two Newtown companies; Rand-Whitney Containers on Edmond Road and Georgia Pacific warehouse, located at 201 South Main Street. There are four additional railroad sidings connected to Newtown business locations, which are not in current use.

Shepaug Reload Center: The Housatonic Railroad Company also owns and operates the Shepaug Reload and Distribution Center, which is located in Hawleyville, on the east side of Route 25. This facility enables area lumberyards to pick-up bulk shipments of lumber.

Hawleyville Transload Terminal: The Housatonic Railroad Company is in the process of expanding this facility into the Hawleyville Transload Terminal to allow for the intermodal transfer of non-hazardous bulk materials, such as flour and starch. This facility will enable area companies that do not have a rail siding to receive bulk shipments of raw goods used for manufacturing.

The Hawleyville Transload Terminal will have the capacity to load or unload forty rail cars, with storage for an additional 100 rail cars. This terminal may also have the potential to support trailer on flat car service. The construction of this facility is partially funded by a $385,000 grant of State of Connecticut monies from ConnDOT.

Passenger Service: The 1997 I-84 Hawleyville Transportation and Development Study examined the potential for passenger rail service in Newtown. That analysis concluded that there was not enough potential rail ridership to justify an extension of Danbury Branch Line rail service to Newtown, then or in the foreseeable future.

IV. ISSUES, GOALS AND STRATEGIES

ISSUE #1: Functional Classification of Roadways

1. There are numerous differences between ConnDOT' and the Town's functional classification of roadways within Newtown.

2. The functional classification of roadways by ConnDOT can affect transportation planning policies and programming and as well as eligibility for ConnDOT and Federal transportation improvement monies.

Goal Resolve differences in the Functional Classification of roads within Newtown.

Strategy:

1. Work with the Housatonic Valley Council of Elected Officials (HVCEO), the areas regional transportation planning entity, to develop the information necessary to make the case to ConnDOT that the past 20 years of rapid development and resulting changes

to roadway usage, justify a rethinking of the way in which ConnDOT classifies many of the roads within Newtown.

ISSUE #2: Roadway Congestion and Safety

1. Current areas of traffic congestion and safety issues in Newtown have been described in a series of transportation planning documents and are noted above;

2. As Newtown and the surrounding areas continue to grow, Newtown's network of State and local roads will experience increases in traffic volumes that are likely to create new points of congestion and additional safety issues;

2. Newtown's network of older local collector roads were not originally laid-out to accommodate today's traffic volumes and vehicle speeds;

3. The Route 25 Expressway will not be constructed in the foreseeable future and should not be counted on to address Route 25 congestion and safety issues;

4. Traffic volume on I-84 will continue to grow, partly in response to overflows from the congested I-95 corridor in lower Fairfield County.

Goal Alleviate areas of congestion and address safety issue.

Strategies- Route 25:

1. Continue to implement the recommendations for curb cut management, as previously adopted the Planning and Zoning Commission;

2. Advocate for intersection oriented safety improvements along the Route 25 corridor, one by one, as can be justified by traffic engineering studies;

3. Work with ConnDOT District IV engineering staff to develop practical solutions to safety problems identified in previous transportation planning studies, which can be implemented by the joint efforts of District IV and Town staff;

   An example of this type of cooperative effort would be the improvement of the Botsford Hill Road Intersection with Route 25, to be accomplished by a slight widening of the Town road approach to Route 25 to enable ConnDOT to re-stripe the intersection to create a new turning lane;

4. Enlist HVCEO's support and advocate with ConnDOT for the implementation of the recommendations of the Hawleyville Transportation and Development Study.

Strategies- Route 6:

1. Consider the separate adoption, by the Planning and Zoning Commission, of the curb cut management recommendations included in the Hawleyville Transportation and Development Study;

2. Enlist HVCEO's support and advocate with ConnDOT for the implementation of the recommendations of the Hawleyville Transportation and Development Study;

3. Encourage the Borough Planning and Zoning Commission to consider the adoption of the HVCEO prepared curb cut management for Church Hill Road from the Flagpole to I-84;

4. When completed, consider for incorporation into the POCD, the recommendations of the current ConnDOT transportation study for the high accident area of Church Hill Road, between Commerce Drive and I-84;

Strategies- Route 302:

1. Work with ConnDOT District IV engineering staff to develop practical solutions to the safety problems identified above, which can be implemented by the joint efforts of District IV and Town staff.

   Two examples of this type of cooperative effort would be the improvement of the Key Rock Road and Hattertown Road intersections with Route 302, accomplished by slight improvement of Town road approaches and ConnDOT improvement of intersection sight lines.

2. Pursue State Scenic Road status for the portion of Route 302 from Key Rock Road to the east end of Sugar Lane.

Strategies- Route 34:

1. Work with ConnDOT District IV engineering staff to develop practical solutions to the safety problems associated with the Pole Bridge Road intersection. It may be possible that Town personnel could assist in this effort;

2. Work with ConnDOT to determine if any other solutions, such as minor shoulder widening, exist to address traffic backups associated with slow moving trucks on the Route 34 upgrade from Monroe;

3. Town planning and engineering staff should closely follow proposals to improve the Route 34 crossing of the Housatonic River in Monroe, to understand the consequences to Newtown of proposed improvements;

4. Advocate with HVCEO and ConnDOT for the immediate implementation of the "Interim Improvement" of Route 34 access to I-84 at Exit 11;

5. Pursue State Scenic Road status for the portion of Route 34 from the Monroe town line to Pole to Toddy Hill Road to help preserve the character of this area.

Strategy- The Flagpole:

1. Examine the merits of the proposal raised by HVCEO to address safety and traffic flow issues at this intersection through the development of a modern roundabout that would feature the Flagpole as a community monument in the middle of a landscaped circle.

Strategy- Glen Road (SR 816):

1. Pursue State Scenic Road status for Glen Road.

Strategy- Queen Street at Glover Avenue:

1. Analyze traffic volume/accident history, traffic volume projections and previous improvement proposals for this intersection and prepare design alternatives to address safety issues in a manner which recognizes the residential character of the neighborhood.

Strategies- I-84:

1. Continue the POCD endorsement of expanding I-84 to three through travel lanes in each direction;

2. Work with HVCEO and ConnDOT to prepare an "Incident Management Plan" that addresses State and local actions designed to respond to the closure of I-84 due to accidents, maintenance and construction activities that result in an influx of traffic on roads within Newtown.

ISSUE #3: Traffic Calming

1. Several of Newtown's older collector roads and local streets also function as thru roads for commuters and traffic destined for commercial uses. Examples, among others, include Hanover Road, Currituck Road, Toddy Hill Road and Glover Avenue;

2. The combination of thru traffic and speeds inappropriate for the affected areas can create safety hazards and conditions which diminish the quality of life for affected neighborhoods.

Goal The volume and speed of traffic should be compatible with the characteristics of the neighborhood through which the road passes.

Strategies:

1. Implement traffic calming measures that address safety issues associated with traffic speeds that are not compatible for the character of the area through which the road passes;

2. Consider removing the requirement that a Town road must be "unpaved" to be considered for Town scenic road status.

ISSUE #4: Pedestrian Circulation

1. The desire for improved pedestrian facilities has emerged as a planning issue for the Borough area;

2. The desire for improved walking and hiking trails is evidenced by the activities and recommendations of the Ad Hoc Open Space Task Force.

Goal Improve Opportunities for Pedestrian Activities

Strategies:

1. As they become available, consider the recommendations of the current Borough/Queen Street Pedestrian Study for incorporation into the POCD;

2. Work for the creation of a pedestrian connection between Queen Street and Fairfield Hills;

3. Consider the recommendations of the Sandy Hook Revitalization Study for incorporation into the POCD;

4. Consider the endorsement of the proposed trail from the 5/6 school at Fairfield Hills to the Upper Paugussett State Forest;

5. Pursue the possibility of extending the Monroe rail to trails facility into Newtown;

6. Continue the efforts of the Planning and Zoning Commission to create linked open space throughout the Town to facilitate the creation of a system of inter-connected mixed-use trails;

7. Once the Town's new digital parcel base map has been completed, prepare a composite map of the location of all publicly accessible walking trails.

ISSUE #5: Public Transportation

1. Newtown is not currently served by fixed-route public transportation service for the general public;

2. The results of the Community Planning Survey indicate that there is a desire for public transportation service;

3. The areas public transportation provider, the Housatonic Area Regional Transit District (HART), has the capacity to provide fixed-route public transit bus service for the general public in Newtown;

4. The issue of fixed-route public transit service in Newtown has already been studied and found to be technically feasible.

Goal ***Initiate fixed-route bus service in Newtown on a trial basis.***

Strategy:

1. Work with HART, HVCEO and ConnDOT to establish fixed-route bus service on a trial basis to determine the viability of public transit as an alternative mode of transportation for Newtown residents and employees of Newtown businesses.

ISSUE #6: Rail Service

1. Newtown is fortunate to have an active rail line that is capable of providing freight service for area businesses with rail sidings and the utilization of bulk material rail terminals located in Hawleyville;

2. Freight service is an important asset to the economy of Newtown;

3. Rail passenger service is not a current mobility option for Newtown residents;

4. Rail passenger service to Newtown may become viable in the future.

Goal ***Maximize Rail Mobility Opportunities***

Strategies:

1. Become actively involved in future rail freight planning activities to ensure that Newtown's economy is satisfactorily served and that resulting activities are compatible with affected neighborhoods and roads;

2. Preserve the capacity along Newtown's existing rail line to implement future rail passenger service.

ISSUE #7: Development Reviews

1. Development proposals presented to the Town for municipal permits often contain elements that affect Newtown's transportation system;

2. Newtown is fortunate to have Town personnel who are skilled engineering, public safety and public works to review development proposals that may affect Newtown's transportation system.

Goal ***Maximize the contributions of Town personnel to ensure that approved development projects contribute to Newtown's transportation system.***

Strategy:

1. Require each subdivision and site plan application to be reviewed by and signed-off by the Police Chief, the Town Engineer and the Public Works Director, as relates to transportation issues.